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OXC-3362

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18 APR 1962

**MEMORANDUM FOR THE RECORD**

**SUBJECT : Meeting with Colonel Geary Regarding Action Items Requiring AFCIG-5 Support**

1. At a 2:30 meeting on Tuesday, 10 April action items requiring AFCIG-5 support were reviewed and the following agreement reached.

a. Concerning the fuel problem Colonel Geary assured members of DPB that the present contract with [ ] Company only covered in scope the development of the fuel to meet specifications required by the J-58 engine. Once the contract was completed and we understood the specifications of the fuel and its handling problems, then procurement of bulk fuel could be opened to competitive bidding to all companies meeting specifications required.

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b. In order to keep other companies interested in perfecting and exceeding specifications required of the fuel, Colonel Geary agreed that some incentive or formal indicators should be given to other companies to encourage them to continue with the fuel until competitive bids can be received.

c. Colonel Geary agreed that sometime within the next two weeks he will check through Air Force channels to determine if there are additional Air Force needs for the OXCART fuel.

2. There was considerable discussion concerning steps to be taken to avoid contaminated fuel reaching the OXCART vehicle. Colonel Geary agreed that every thirty days fuel samples will be taken from the [ ] sent to Pratt Whitney, Wright Patterson, the Bureau of Standards and [ ] for independent analysis of the fuel. Fuel samplings will be taken from the transport tankers, storage tanks and hydrants at the readiness pad in order to pinpoint location of bad fuel should any contamination occur.

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3. Colonel Geary indicated that [redacted] of [redacted] would inspect storage facilities [redacted] immediately upon return from their trip to [redacted]. Colonel Geary assured Colonel Beerli that he would get fuel into [redacted] whenever operational requirements dictated, even if it required flying the fuel into those bases via Air Force tanker.

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4. Colonel Geary agreed with the need for a jet tanker to be located [redacted] and indicated that he would request the Air Force for a turbo-fan by 1 July 1962 to be used [redacted] for approximately 90 days.

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5. [redacted] stated that there were no dual control F-101's available for assignment [redacted]. The four or five presently in the Air Force inventory are located at Shaw Air Force Base and are required for F-101 training. It was unanimously agreed that our requirement for a dual control F-101 would not outweigh the training priority. [redacted] indicated that to convert a normal F-101 to dual control would take approximately six months and \$200,000.

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6. Colonel Geary agreed that maintenance for the H-43B helicopter would be done at [redacted]. He also assured us that he would arrange with [redacted] for the visit of Materiel Staff personnel to discuss field maintenance for F-101E's by Tuesday, 17 April.

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7. He also stated that he would attempt to acquire further information concerning the [redacted] case.

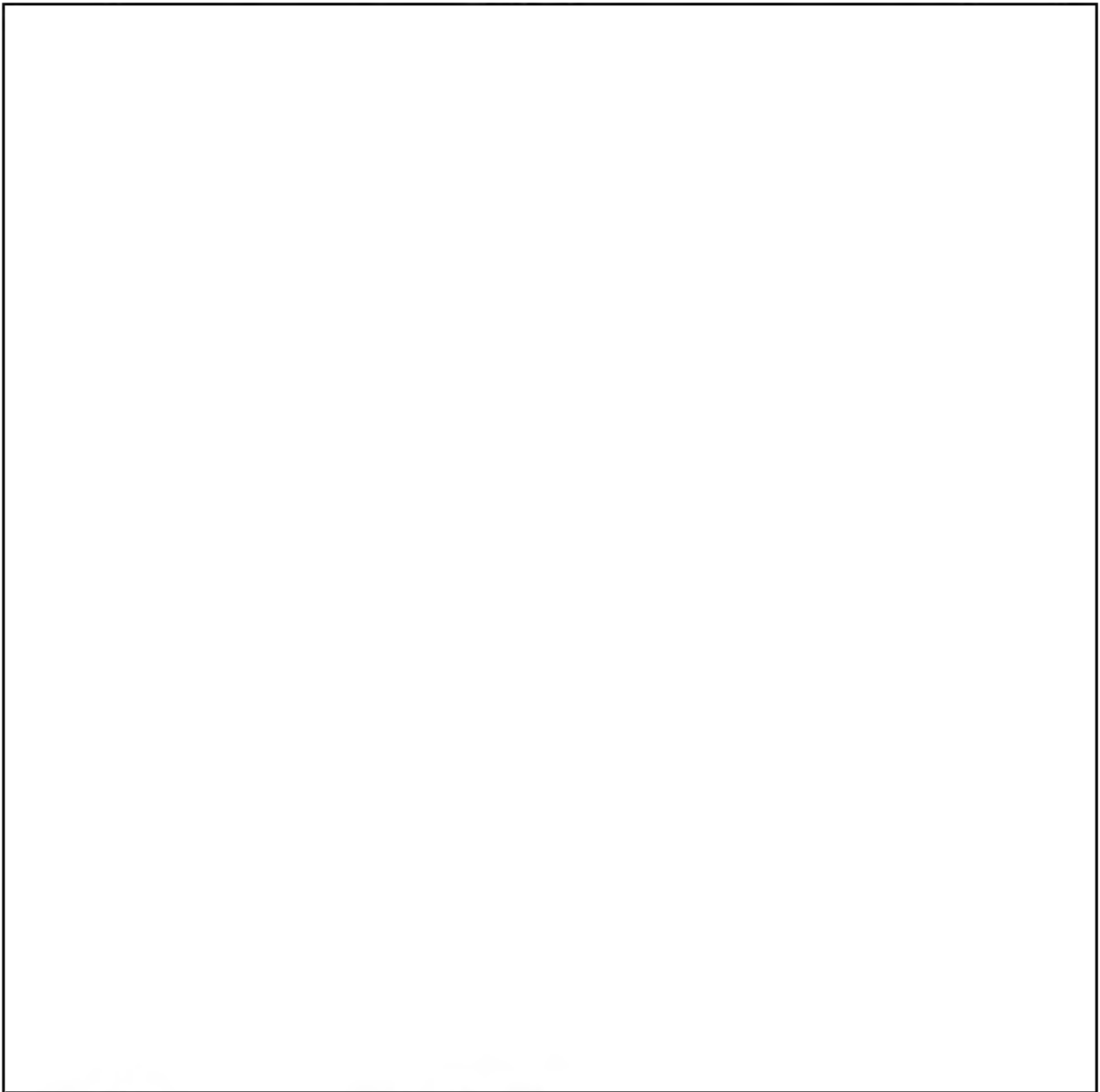
8. He agreed to ask SAC for two U-2's - one of which would be modified with the J-75 engine for retention by CIA, and the second to be used in pole test and so forth and to be returned to SAC upon the completion of our requirement.

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[redacted]  
Executive Officer, DPE

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DPD/EO/ [redacted] is (17 April 64)

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